

#	MODE/ PROJECT	2004 RTP	STRATEGIES	COST	FINANCIAL COMMITMENTS	PROS	CONS	POLICY DISCUSSION/OPTIONS	STAFF RECOMMENDATION
1	Freight Rail	Yes	Rail Expansion + Grade Separations	\$6.89 billion	\$800 million committed locally to grade separations	<ul style="list-style-type: none">- Expansion is needed for efficiency, expected growth, and Metrolink- Projects are consistent with county commission submittals and the Multi-County Goods Movement Action Plan- Almost \$800 million have been committed locally to these projects- Improves public safety	<ul style="list-style-type: none">- Inadequate funding commitment	Included in 1 & 2 below.	Support Option 1. Requisite Milestones: Work to secure funding sources: <ul style="list-style-type: none">- state bond revenues- container fees- railroad fees- additional local commitment- federal funds for clean technology- private activity bonds
		No	Clean technology for existing and future services	\$2-8 billion	\$0 committed at this time for clean technology components (\$800 million committed locally to grade separations)	<ul style="list-style-type: none">- Helps meet air quality attainment goals- Improves public health	<ul style="list-style-type: none">- Inadequate funding commitment- Technology/construction risks	<div>1) Include clean technology strategies as package with grade separations and rail expansion in the Constrained Plan.</div> <div>2) Include clean technology strategies as package with grade separations and rail expansion in the Strategic Plan (<i>not part of Federally approved, conforming RTP</i>) .</div>	
2	Truck Lanes	Yes	2 Lanes in Each Direction: I-710 for 18 miles between Long Beach and SR-60 (this portion also includes mixed-flow improvements); SR-60 for 37.8 miles between I-710 and I-15; I-15 for 86 miles from LA County to SB County	\$20 billion	\$30 million committed for I-710 EIR/EIS (could be in jeopardy if we do not include in Constrained Plan) (\$20 million expended in previous planning studies)	<ul style="list-style-type: none">- Accomodates and provides improved mobility to trucks (close to free flow)- Relieves congestion on general purpose lanes (equivalent to adding more than one free flow lane at less than 40% of the cost)- Expected emission reduction due to congestion relief- Improves public safety	<ul style="list-style-type: none">- Inadequate funding commitment- Public opposition- Environmental challenges- Right-of-way challenges	1) Include I-710 portion in the Constrained Plan. Include SR-60 and I-15 portions in the Strategic Plan (<i>not part of Federally approved, conforming RTP</i>) .	Support Option 1. Requisite Milestones: <ul style="list-style-type: none">- local funding commitment (via LACMTA's planning documents or board resolutions)- comprehensive business plan with documentation on tolls and other funding sources
								2) Include all portions in the Strategic Plan (<i>not part of Federally approved, conforming RTP--this option stops the I-710 EIR</i>).	
								3) Include all portions in the Constrained Plan.	
3	Alternative Technology Conveyance for Freight Only Component	Yes	Fully elevated system over public transportation corridors linking the San Pedro Ports with potential inland port facilities	\$19-25 billion	\$0 commitment at this time	<ul style="list-style-type: none">- Advanced technology holds promise for high-capacity, fast, efficient, and environmentally friendly transport of goods- Improves public health	<ul style="list-style-type: none">- Inadequate funding commitment- Location of inland port facilities need to be identified- Port infrastructure requirements/cost needed to keep up with HSRT system- Untested technologies- Little interest from shippers and ports- Operation & Maintenance data is sparse	1) Include in the Constrained Plan.	Support Option 1. Requisite Milestones: <ul style="list-style-type: none">- local funding commitment- comprehensive business plan with documentation on user fees and other funding sources- institutional authority with implementation ability- supporting documentation of private sector interest
								2) Include in the Strategic Plan (<i>not part of Federally approved, conforming RTP</i>) .	
4	Inland Port	Yes (policy discussion)	<ul style="list-style-type: none">- Advanced technology holds promise for high-capacity, fast, efficient, and environmentally friendly transport of goods- Improves public health	TBD	\$0 commitment at this time	<ul style="list-style-type: none">- Freight traffic congestion relief through a reduction in regional Vehicle Miles Traveled (VMT)- Reduction in net emissions, particularly diesel particulate matter- Encouragement of efficient patterns of land use and industrial development- Increase in the capacity/throughput of port facilities	<ul style="list-style-type: none">- Substantial ongoing operating subsidies- Multimillion dollar capital investments in rail terminals and line-haul capacity- Locating feasible, available sites for a facility- Community concerns	1) Include in the Constrained Plan.	Support Option 2 and continue further study.
								2) Include in the Strategic Plan (<i>not part of Federally approved, conforming RTP</i>) .	